COUNTRY East Garaphrover For Release 200207/12:CIARDF60.0001080000000000000000000000000000000	eterna na PPPPAZ	Want Carrie to	SECURITY D	
DATE OF CONTENT 21 December 1952 to 18 January 1953  DATE OBTAINED  DATE OBTAINED  DATE PREFARED  16 Pebruary 1953  REFERENCES  PAGES  A ENCLOSURES (No. a NYE)  25X1X  25X1X  25X1X  SOURCE  25X1X  25X1X  25X1X  25X1X  25X1X  25X1X  SOURCE  25X1X  SOURCE  25X1X				
DATE OF CONTENT_21 December 1952 to 18 January 1953  DATE OBTAINED 25X1X  DATE OBTAINED 25X1X  SOURCE 25X1X  SOURCE 25X1X  1. About noon on 29 December 1952, source observed an estimated 60 IL-10s each at the northern and southern edges of Debertiz airfield. Spe of the planes were observed in front of the strortf revetments. No activities were observed in the planes are observed at the northern and southern edges of In-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed A stroraft infront of the hangars and 8 near the stroraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the nativallation on 10 January 1953, source observed A stroraft infront of the hangars and 8 near the stroraft revetments at the northern edge of the field. Source learned from an airfield employee that some of January 1953.  2. On 10 January, source observed four 37-mm AB guns emplaced behind a low earth wall. Two M guns were seen in a previously observed emplacement. Another six 37-mm AB guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers leading trucks, aircraft wings, tail units, tires, tools and crates for in-line segmes on 15 to 18 boxcars and 30 to 35 Tlatcars at Bellgow railroad station. The cutinment mentioned had been builed to the station by trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity and the proviously always been closed, in front of building No 20, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 35 to 400 soldiers loading about 45 boxcars and 10 flatears at the ra	TOPIC	Debertz Airrield	antieria. De stiglien en la filipie de la companya de la companya de la companya de la companya de la companya I	the second section of the sec
DATE OF CONTENT_21 December 1952 to 18 January 1953  DATE OBTAINED 25X1X  DATE OBTAINED 25X1X  SOURCE 25X1X  SOURCE 25X1X  1. About noon on 29 December 1952, source observed an estimated 60 IL-10s each at the northern and southern edges of Debertiz airfield. Spe of the planes were observed in front of the strortf revetments. No activities were observed in the planes are observed at the northern and southern edges of In-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed A stroraft infront of the hangars and 8 near the stroraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the nativallation on 10 January 1953, source observed A stroraft infront of the hangars and 8 near the stroraft revetments at the northern edge of the field. Source learned from an airfield employee that some of January 1953.  2. On 10 January, source observed four 37-mm AB guns emplaced behind a low earth wall. Two M guns were seen in a previously observed emplacement. Another six 37-mm AB guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers leading trucks, aircraft wings, tail units, tires, tools and crates for in-line segmes on 15 to 18 boxcars and 30 to 35 Tlatcars at Bellgow railroad station. The cutinment mentioned had been builed to the station by trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity. The loaded train departed at DMJ Phese trucks remained in Deservity and the proviously always been closed, in front of building No 20, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 35 to 400 soldiers loading about 45 boxcars and 10 flatears at the ra	-nongographic and the state of	П ОЗМИТЕТ З МЕЖИНИ, НИЧИНИ НИЧЕТ В ПОВЕТИТЕТ НА РЕДИКТИТЕТ НЕ ПОВЕТИТЕТ НЕ ПОВЕТИТЕТ НЕ ПОВЕТИТЕТ НЕ ПОВЕТИТЕТ -	THE THIRD IN THE PERSON AND REPORTED AND REPORT SHEWERF SHEW (TOTAL STATE). SHEW THE AND REPORTED AND REPORTE	
DATE PREFARED 16 February 1953  REFERENCES 25X1X  25X1X  25X1X  1. About noon on 29 December 1952, source observed an estimated 60 IL-10s each at the northern and southern edges of December airfield. Some of the planes were observed in front of the sircraft revetments. No activities were observed, At 4 p.m. on 31 December, an estimated 60 IL-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hengars and 8 near the sircraft revetments at the northern edge of the installation. On 10 January 1953, source observed 4 aircraft infront of the hengars and 8 near the sircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December 12th the field after 6 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns ever observed at the southwestern edge of the field. 2  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatears at ballgor railroad station. The southment mentioned had been hauled to the station by trucks.  15 trucks remained in December; source observed 25 to 18 trucks loaded with furniture, lattee, milling and grinding machines leaving gate No 1 of the Kraftfahr lehrabtellung Raserns. This gate had previously always been closed, In front of building No 80, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatears at the ramp on Reiches Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-lecember 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned	EVALUATION	see below PLA	CE OBTAINED	23X IA
DATE PREFARED 16 February 1953  REFERENCES 25X1X  25X1X  25X1X  1. About noon on 29 December 1952, source observed an estimated 60 IL-10s each at the northern and southern edges of December airfield. Some of the planes were observed in front of the sircraft revetments. No activities were observed, At 4 p.m. on 31 December, an estimated 60 IL-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hengars and 8 near the sircraft revetments at the northern edge of the installation. On 10 January 1953, source observed 4 aircraft infront of the hengars and 8 near the sircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December 12th the field after 6 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns ever observed at the southwestern edge of the field. 2  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatears at ballgor railroad station. The southment mentioned had been hauled to the station by trucks.  15 trucks remained in December; source observed 25 to 18 trucks loaded with furniture, lattee, milling and grinding machines leaving gate No 1 of the Kraftfahr lehrabtellung Raserns. This gate had previously always been closed, In front of building No 80, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatears at the ramp on Reiches Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-lecember 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned	DATE OF CO	NTENT 21 December 1952 to 1	8 January 1953	er (meny minus scriptor mentalogy). I minus peru productivo de mangra de mangra de la combina estra constitució
PAGES				16 February 1953
REMARKS  25X1X  25X1X  25X1X  1. About noon on 29 December 1952, source observed an estimated 60 II-los each at the northern and southern edges of December airfield, S,me of the planes were observed in front of the aircraft revetments. No activities were observed. At A p.m. on 31 December, an estimated 60 II-los each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hengars and 8 mear the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December; an estimated after 6 January 1952.  2. On 10 January, source observed four 37-mm Aft guns emplaced behind a low earth wall. Two Aft guns were seen in a previously observed emplacement, another six 37-mm Aft guns ere observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatours at Deligov railroad station, The equipment mentioned had been hauled to the station by trucks in the second of the loading datafi had come from Richtzofen Kaserne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding suchines leaving gate No I of the Kraftfein Lehrebteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading atout 45 boxcars and 10 flatears at the ramp on Reiches Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from anches German that the pilots connected with Unit Kardov had been given their meals in building No 2				
SOURCE  25X1X  1. About noon on 29 December 1952, source observed an estimated 60 II-10s each at the northern and southern edges of Deobertz airfield. S, me of the planes were observed in front of the aircraft revetments. No activities were observed at 4 p.m. on 31 December, an estimated 60 II-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 irrarft infront of the hangars and 8 near the siteraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in Deoberitz left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm AA guns emplaced behind a low earth wall. Two AA guns were seen in a previously observed emplacement. Another six 37-mm AA guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatoars at Dallgew railroad station. The equipment mentioned had been hauled to the station by trucks the station of the field of the loading datail had come from Richtsofen Kasarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No I of the Kraftfahr Lehrabteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading atout 45 boxcars and 10 flatoars at the ramp on Reiches theses. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardow. The destination of the unit was unknown, In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from enother German that the pilots connected with Unit Kardov had been given their meals in building No 21 wit				and make to be the second of t
SOURCE  25X1X  1. About noon on 29 December 1952, source observed an estimated 60 II-10s each at the northern and southern edges of December tairfield. S,me of the planes were observed in front of the abroraft revetments. No activities were observed in front of the abroraft revetments. The activities were observed at 4 A. p.m. on 31 December, an estimated 60 II-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the bangars and 8 mear the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in Doeberitz left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxears and 30 to 35 filaters at Dallgow railtowed station. The equipment mentioned had been hauled to the station by trucks fremained in Doeberitz. The loaded train departed at E47 p.m. Some officers and EM of the loading detail had come from fichtanden Kasarne. On 29 December, source observed 2.5 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No I of the Kraftfahr Lehrabtellumg Kasarne. This gate had previously always been closed, In front of building No 80, trucks were laded with kitchen equipment, furniture and foodstuff. On the same day, source observed 35 to 400 soldiers loading about 45 boxears and 10 flateers at the ramp on Reichs Strasse. Source learned from an airfield emoloyee that the loading operations were performed by members of Unit Kardov had been given their meals in building No 21 with Unit Kardov had been given their meals in building No 21 with Unit Kard	•			можения в настроительной простивной в настроительной в настроительной в настроительной в настроительной в настр
About noon on 29 December 1952, source observed an estimated 60 II-10s each at the northern and southern edges of Decemits airfield. S,ms of the planes were observed in front of the aircraft revetments. No activities were observed, At A p.m. on 31 December, an estimated 60 II-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft in front of the hengers and 8 near the aircraft revetments at the morthern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December; left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks the station of the heading date11 had come from flatchbofen Kasarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No I of the Kraftfahr lehrabtallung Kasarne. This gate had previously always been closed, In front of building No 20, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov had been given their meals in building No 21 with Unit Kazavitski prior to 3	REMARKS_	CORNER AND ACCOUNT	<del>autorius de la constitución de las est</del> ses pero y significações de la constitución de destablicações estrabacion	ууунуу тас э затарынын на манадані уні астарындарында жарағ ортанда қарайда барын қары түріне заш 1966 годын б
About noon on 29 December 1952, source observed an estimated 60 II-10s each at the northern and southern edges of Decemits airfield. S,ms of the planes were observed in front of the aircraft revetments. No activities were observed, At A p.m. on 31 December, an estimated 60 II-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft in front of the hengers and 8 near the aircraft revetments at the morthern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December; left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks the station of the heading date11 had come from flatchbofen Kasarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No I of the Kraftfahr lehrabtallung Kasarne. This gate had previously always been closed, In front of building No 20, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov had been given their meals in building No 21 with Unit Kazavitski prior to 3	ang kalonistona semenanana i ang ang a Pi (a) militah distri	and the second s	and an electronic province (1994-1994) desperant of the contraction of	ngon landa sera manansa ngamandadir dama nada nigan kar Napabenga. Par naga proper tanan dah dalam sa sada seke
About noon on 29 December 1952, source observed an estimated 60 II-10s each at the northern and southern edges of Decemits airfield. S,ms of the planes were observed in front of the aircraft revetments. No activities were observed, At A p.m. on 31 December, an estimated 60 II-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft in front of the hengers and 8 near the aircraft revetments at the morthern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December; left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks the station of the heading date11 had come from flatchbofen Kasarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No I of the Kraftfahr lehrabtallung Kasarne. This gate had previously always been closed, In front of building No 20, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov had been given their meals in building No 21 with Unit Kazavitski prior to 3			and the second series. We to himse a register to proportional service streets an establish proportion series and the second series are series a	na man ng
About noon on 29 December 1952, source observed an estimated 60 II-los each at the northern and southern edges of Decemtra airfield. Some of the planes were observed in front of the aircraft revetments. No activities were observed. At 4 p.m. on 31 December, an estimated 60 II-los each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hangers and 8 near the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December 2 left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Am guns emplaced behind a low earth wall. Two Am guns were seen in a previously observed emplacement. Another six 37-mm Am guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks trucks remained in Descerits. The loaded train departed at 8147 p.m. Some officers and EM of the loading detail had come from Richthofen Masarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate Mo 1 of the Kraftfahr Lehrabteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldders loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov			25X1X	
About noon on 29 December 1952, source observed an estimated 60 II-los each at the northern and southern edges of Decemtra airfield. Some of the planes were observed in front of the aircraft revetments. No activities were observed. At 4 p.m. on 31 December, an estimated 60 II-los each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hangers and 8 near the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in December 2 left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Am guns emplaced behind a low earth wall. Two Am guns were seen in a previously observed emplacement. Another six 37-mm Am guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks trucks remained in Descerits. The loaded train departed at 8147 p.m. Some officers and EM of the loading detail had come from Richthofen Masarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate Mo 1 of the Kraftfahr Lehrabteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldders loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov	i - maiory assa, manganana kathomen mangalara a Thomas da 144 (1880)	CECTAMENT CONTROL (SIGNE) AND	Medicines Beneficig (In a compression of a constitution of the Company) of the Company of the Co	
About noon on 29 December 1952, source observed an estimated 60 I1-10s each at the northern and southern edges of Deeberitz airfield, S,me of the planes were observed in front of the aircraft revetments. No activities were observed, At 4, p.m. on 31 December, an estimated 60 I1-10s each were again observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hangers and 8 mear the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in Deeberitz left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks trucks remained in Deeberitz. The loaded train departed at 8145 p.m. Some officers and EM of the loading detail had come from Richthofen Kasarne. On 29 December, source observed 25 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gets No I of the Kraftehr Lehrebteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were leaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov				
Il-los each at the northern and southern edges of Deberitz airfield, Some of the planes were observed in front of the aircraft revetments. No activities were observed at the northern and southern edges of the installation. On 10 January 1953, source observed 4 aircraft infront of the hangers and 8 near the aircraft revetments at the northern edge of the field. Source learned from an airfield employee that some of the aircraft previously stationed in Deberitz left the field after 6 January 1953.  2. On 10 January, source observed four 37-mm Af guns emplaced behind a low earth wall. Two Af guns were seen in a previously observed emplacement. Another six 37-mm Af guns were observed at the southwestern edge of the field.  3. On 27 December, source observed about 120 air force soldiers loading trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatears at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks trucks remained in Desberitz. The loaded train departed at 5147 p.m. Some officers and EM of the loading detail had come from Richthofen Kasarne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No 1 of the Kraftfahr Lehrabteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were laded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatears at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov had been given their meals in building No 21 with Unit Kazavitski prior to 3 January.				
trucks, aircraft wings, tail units, tires, tools and crates for in-line engines on 15 to 18 boxcars and 30 to 35 flatcars at Dallgow railroad station. The equipment mentioned had been hauled to the station by trucks trucks remained in Doeberitz. The loaded train departed at 8:45 p.m. Some officers and EM of the loading detail had come from Richthofen Kaserne. On 29 December, source observed 15 to 18 trucks loaded with furniture, lathes, milling and grinding machines leaving gate No I of the Kraftfahr Lehrabteilung Kaserne. This gate had previously always been closed, In front of building No 80, trucks were loaded with kitchen equipment, furniture and foodstuff. On the same day, source observed 350 to 400 soldiers loading about 45 boxcars and 10 flatcars at the ramp on Reichs Strasse. Source learned from an airfield employee that the loading operations were performed by members of Unit Kardov. The destination of the unit was unknown. In mid-December 1952, Major Kardov was allegedly relieved by an unknown officer. Source learned from another German that the pilots connected with Unit Kardov had been given their meals in building No 21 with Unit Kazavitski prior to 3 January.	2.	Il-los each at the northern Some of the planes were observed 60 Il-los each were again of the installation. On 10 in front of the hangers and thern edge of the field. So some of the aircraft previous after 6 January 1953. On 10 January, source observed to the field. Two AA guns ment. Another six 37-mm AA of the field.	and southern edges of erved in front of the learned in front of the learned at the norther January 1953, source 8 near the aircraft rource learned from an ously stationed in Document of the learned from an even four 37-mm AA gures were seen in a previous were observed at	of Doeberitz airfield.  e aircraft revetments.  cember, an estimated  ern and southern edges  observed 4 aircraft  revetments at the nor- airfield employee that  aberitz left the field  as emplaced behind a  iously observed emplace-  t the southwestern edge
CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY	3。 25X1B	trucks, aircraft wings, tai engines on 15 to 18 boxcars station. The equipment ment trucks trucks remained in Dosberit Some officers and EM of the Kaserne. On 29 December, sofurniture, lathes, milling of the Kraftfahr Lehrabteil ways been closed, In front kitchen equipment, furniture observed 350 to 400 soldier at the ramp on Reichs Strasthat the loading operations. The destination of the unit Kardov was allegedly relieved from another German that the given their meals in building	I units, tires, tools and 30 to 35 flatcar tioned had been hauled by the loading detail had a curce observed 15 to 1 and grinding machines ung Kaserne. This gat of building No 80, to be and foodstuff. On the loading about 45 by the war unknown. In middled by an unknown office pilots connected with the p	s and crates for in-line rs at Dallgow railroad it to the station by  These departed at 5:45 p.m. come from Richthofen 18 trucks loaded with s leaving gate % o I the had previously al- rucks were loaded with the same day, source becars and 10 flatears from an airfield employee embers of Unit Kardov.  December 1952, Major loer. Source learned ith Unit Kardov had been
CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY				
		CLASSIFICATION SE	CRET/CONTROL - U.S. (	OFFICIALS ONLY

25X1B

4. At 9:25 a.m. on 21 December 1952, 28 soldiers who were black-bordered blue epaulets and who carried suitcases left the Richthofen Kaserne at the airfield toward Hindenburg Platz. At 12:20 p.m. they left Hindenburg Platz toward Dyrotz on trucks

25X1B

- 5. Source learned from a German airfield employee that the engine storage in building No 86 at Richthofen Kaserne in Doeberitz was evacuated in mid-December. Soldiers then moved into the house.
- 6. About 7:45 p.m. on 17 January, source made the following observations at the Luftwaffen Kaserne in Doe beritz:

Numerical Designation of Building	Observations Made
3 and 4	some of the windows were lighted
6 through 13	सं सं सं स्था था था
19	the building was lighted
20, 28, 29, 32	all windows were lighted
27,30,31,33	no lights were seen
35	some windows of the officers' billets on the western side of the building were lighted
2	the building was lighted
78 through 81	no lights were seen
82	the building was lighted. Thirty soldiers were seen marching from the Kraftfahr Lehranstalt Kaserne to this building
83	no lights were seen
54.	म ॥ स्थाप
55	some of the windows were lighted
56	no lights were seen
57	the building was lighted
58	no lights were seen
59	the building was lighted
59a	some of the windows were lighted
60, 61	the buildings were lighted
62	no lights were seen.

SECRET/CONTROL - U.S. OFFICIALS ONLY

Approved For Release 2002/07/12 : CIA-RDP80-00810A000600300004-8

At 7:30 p.m. on the same day, all the buildings on Herolds Platz except for house No 110 were lighted. In December, these buildings except for house No 110 were surrounded by a board fence which had its gate on Garten Strasse. The sentry seen at the guardhouse wore red-bordered black epaulets with artillery insignia. Source believed that building No 110 was outside the fence because it housed the shoemaker and tailor shops and the photographic laboratory, where Germans were still employed. Source believed that the fenced-in area quartered the AAA unit, the guns of which were emplaced at Doeberitz airfield. The commanding officer of this unit was frequently seen in building No 19, the headquarters building of Sichthofen Kaserne. A pond about 10 meters square was seen between building No 106 and 108. A varying number of trucks was continuously parked in front of building No 102, 103, and 105. At 7:45 p.m. on 17 January, all buildings on Hindenburg Platz were lighted. In early December, these buildings were surrounded by a 2-meter board fence which had its gate on Garten Strasse. The sentry ween there wore black-bodered blue epaulets with air force insignia and was armed with a submachine gun.

- Gate I of Richthofen Kaserne was almost always closed. It appeared that this gate was used only by vehicles which wanted to proceed to headquarters building No 19. Sentries patrolled the fenced-in area. Gate No II of Richthofen Kaserne was guarded by a sergeant and an EM who wore black-bordered blue epaulets. This gate was used only by personnel that came from Hindenburg-Platz or Herold Platz. A wooden guardhouse was observed at this gate.
- 3. In mid—January 1953, source learned from German workers that buildings No 27, 30 and 31 of Richthofen Kaserne had quartered elements of a ground organization until the aircraft previously stationed at Doeberitz had left the field. The evacuated buildings were locked.

)。	At 8:35 a.m. on 18 January, trucks	
	picked up coal at the loading ramp on Reic The loading was performed by 50 soldiers who were superv two officers.	hs Strasse. Ased by
	one off Tool 20	

25X1B 25X1X

On 27 December, trucks were being loaded on freight cars at Dallgow reilroad station. One of the trucks was loaded by a container 3 meters long and about 120 cm in diameter. There were also 2" tubes on this truck. On the same day, one boxcar loaded with oxygen bottles were dispatched to Cottbus. The consigner was Unit Mikheyov.

11. From 10 a.m. to 2 p.m. on 12 January, there was no flying at the field. No aircraft could be seen on the northern and southern borders of the field because of fog. Six AA guns, 5 of which were canvas-covered, were seen in the southwestern corner of the field. An officer and 20 EM wearing red-bordered black epaulets were standing around the sixth gun. The same observations were made at the AAA emplacement in the northwestern corner of the field. A fan-aerial mounted on a 4-meter pole was seen at the latter emplacement. Near this antenna there was another pole slightly lower on the top of which there was a device possible a small aircraft model. A cable for power current and telephone lines extended to the AA emplacement from the Heer Strasse-Priort road.

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1B

	SECRET/CONTROL - U.S. OFFICE LS	1
•	520 <b>4, com</b>	25X1A
		•
120	On 12 January, an observation tower was being built in the fenced- in construction site in the northwestern corner of the airfield. A wooden cabin serving as guardhouse was observed at the north side of this area. Soviet soldiers were seen in this building.	
13. 25X1C	On 12 January, the sentry in the southwestern corner of the field between the fence and the western hangar, did not wear black-bordered blue epaulets as previously observed but red-bordered black epaulets. He was armed with a submachine gun. Trucks	25X1C
25X1A	were seen at the field. All dri- vers were black-bordered blue epaulets.	20/(10
25X1A <sup>1.</sup> 25X1A г	Comment. Of the two ground attack regiments previously stationed at Doeberitz airfield, one moved about late December 1952 or early January 1953 to Alt-Loeenewitz.	25X1A
·L	•	
25X1A 25X1A	Comment. Three AAA batteries each scuipped with 6 x 37-mm guns are stationed at the field. The third battery which was not mentioned in the present report is in the southeast corner of the installation. The view of this battery is obstructed and therefore seldom observed.	
3.	of one of the ground attack regiments previously stationed in Doeberitz left the field between 26 December 1952 and 1 January 1953. A total	
25X1A	of five troop trains was observed. The information contained in the present report indicates that ground organization moved to Alt-Loennewitz, For key to the numerical designation of buildings	25X1C
20/1/	of the barracks installation mentioned,	25X1A
lo	Comment. It is believed that the engine storage belonged to a technical unit which maintains an engine repair shop in the northeastern corner of Doeberitz airfield. According to available information this	
25X1&	The evacuation of the engine storage may indicate an intended transfer of the unit.	
25X1A 5,	Comment. These observations definitely show that one of the UATES previously stationed at Doeberitz has been transferred.	•
25X1A <sub>6</sub> 。	Comment. According to available information, AAA units stationed at airfields, are subordinate to the air force. However, the soldiers of these AAA units do not wear air force uniforms.	
	Building No 19 houses the headquarters of the ground attack division whose regiments are stationed in Stendal, Doeberitz and Alt-Loennewitz.	

Approved For Release 2002/07/12 : CIA-RDP80-00810A000600300004-8

SECRET/CONTROL - U.S. OFFICIALS ONLY